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NOTICE

Attached are revised and additional sections of the TALENT/KEYHOLE Supplement, Evaluation of Evidence on Soviet Guided Missile Production, a continuing report of the Production Working Group of the Guided Missiles and Astronautics Intelligence Committee. These should be inserted in alphabetical order by location in the looseleaf binder of this publication.

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ARSENYEV (SEMENOVKA)

City of Arsenyev

Section

0

Aircraft Plant No 116

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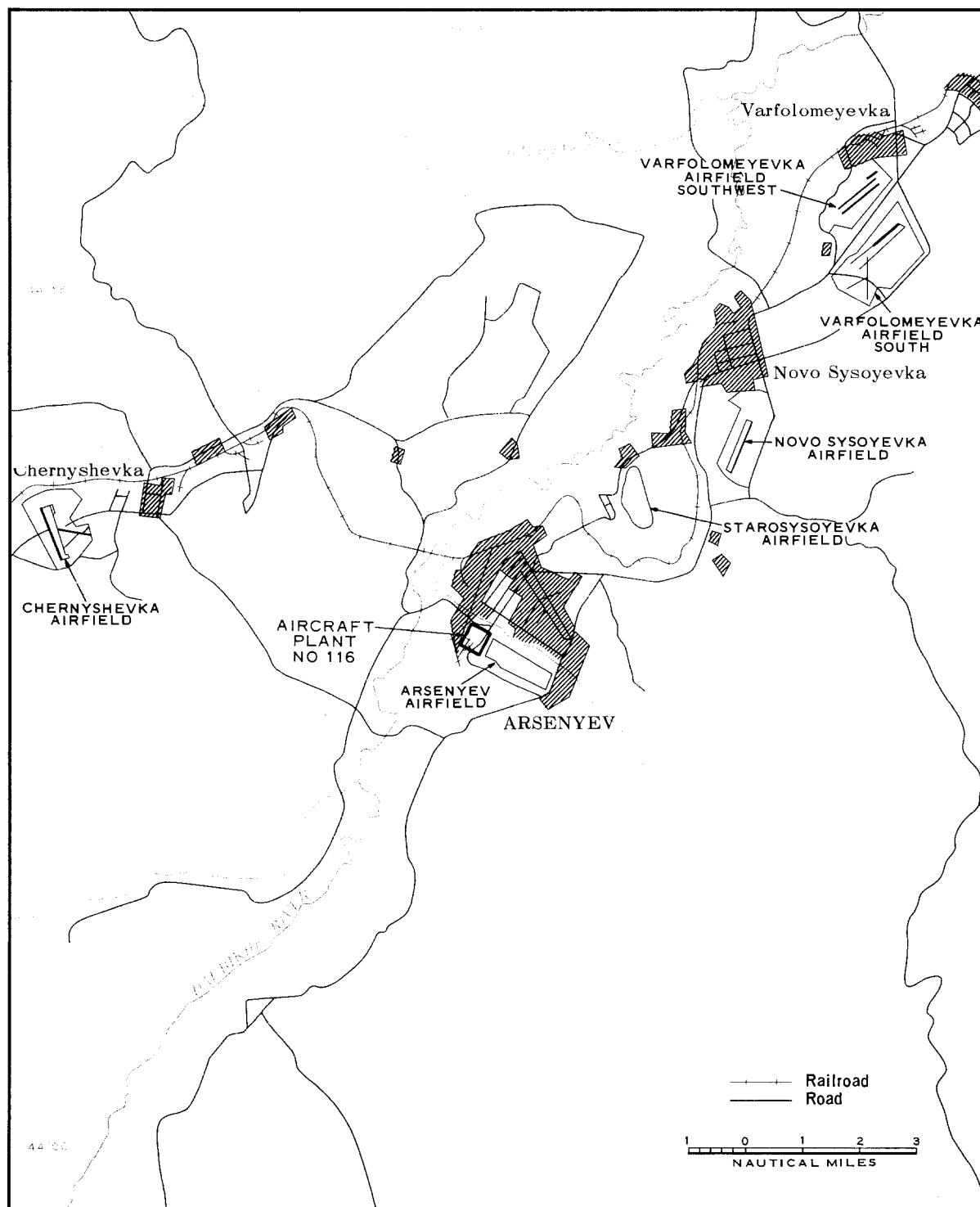


FIGURE 1. USSR: CITY OF ARSENYEV.

NPIC J-0521 (6/64)

Arsenyev 0-2

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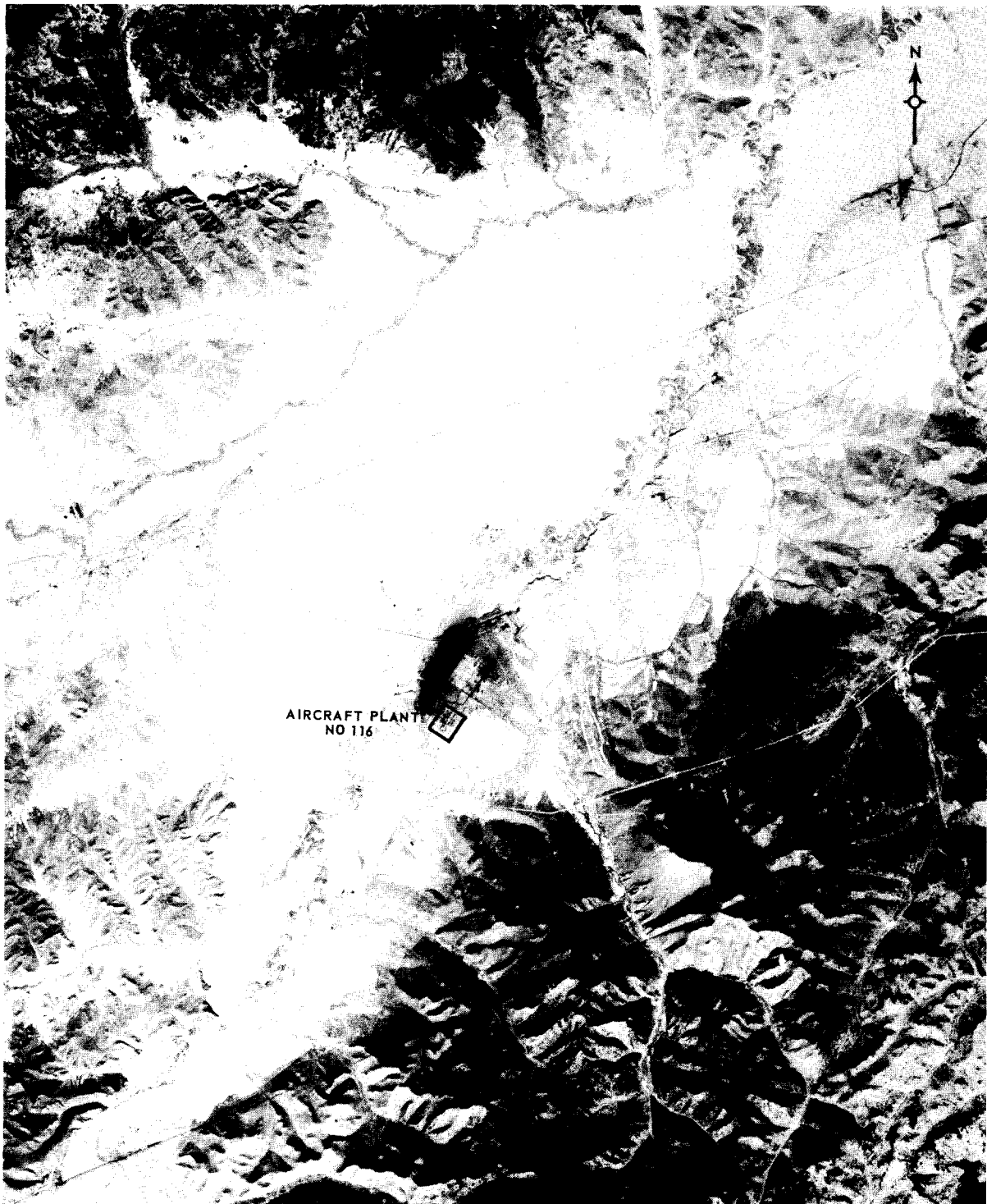


FIGURE 2. USSR: CITY OF ARSENYEV

NPIC J-0522 (6/64)

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Arsenyev 0-3

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ARSENYEV (SEMENOVKA): AIRCRAFT PLANT NO 116**PHOTOGRAPHIC CHRONOLOGY**

The earliest photographic coverage of Aircraft Plant No 116 was obtained in April 1954 and December 1956. At that time the plant buildings had a total roof coverage of approximately 681,000 sq ft. The first KEYHOLE photography [] showed that construction had begun on a large addition to the main assembly and fabrication building (item 16, Figure 2). This addition of 210,900 sq ft did not appear complete until [] The only other significant change observed from KEYHOLE photography of 1961-1964 was the enlargement of a shop building (item 11). Construction of this addition began between [] and was completed by [] his addition increased the plant's roof coverage by 114,000 sq ft.

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EVALUATION

Arsenyev Aircraft Plant No 116 probably is making aerodynamic missiles and may be continuing limited output of the YAK-18 (MAX). In view of the relatively small size of this plant and the fact that it is the only plant that may be making the MAX, it is unlikely that Plant No 116 is involved in any aspect of ballistic missile production.

Arsenyev 1-1

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FIGURE 1. USSR: AIRCRAFT PLANT NO 116 AT ARSENYEV

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Arsenyev 1-2

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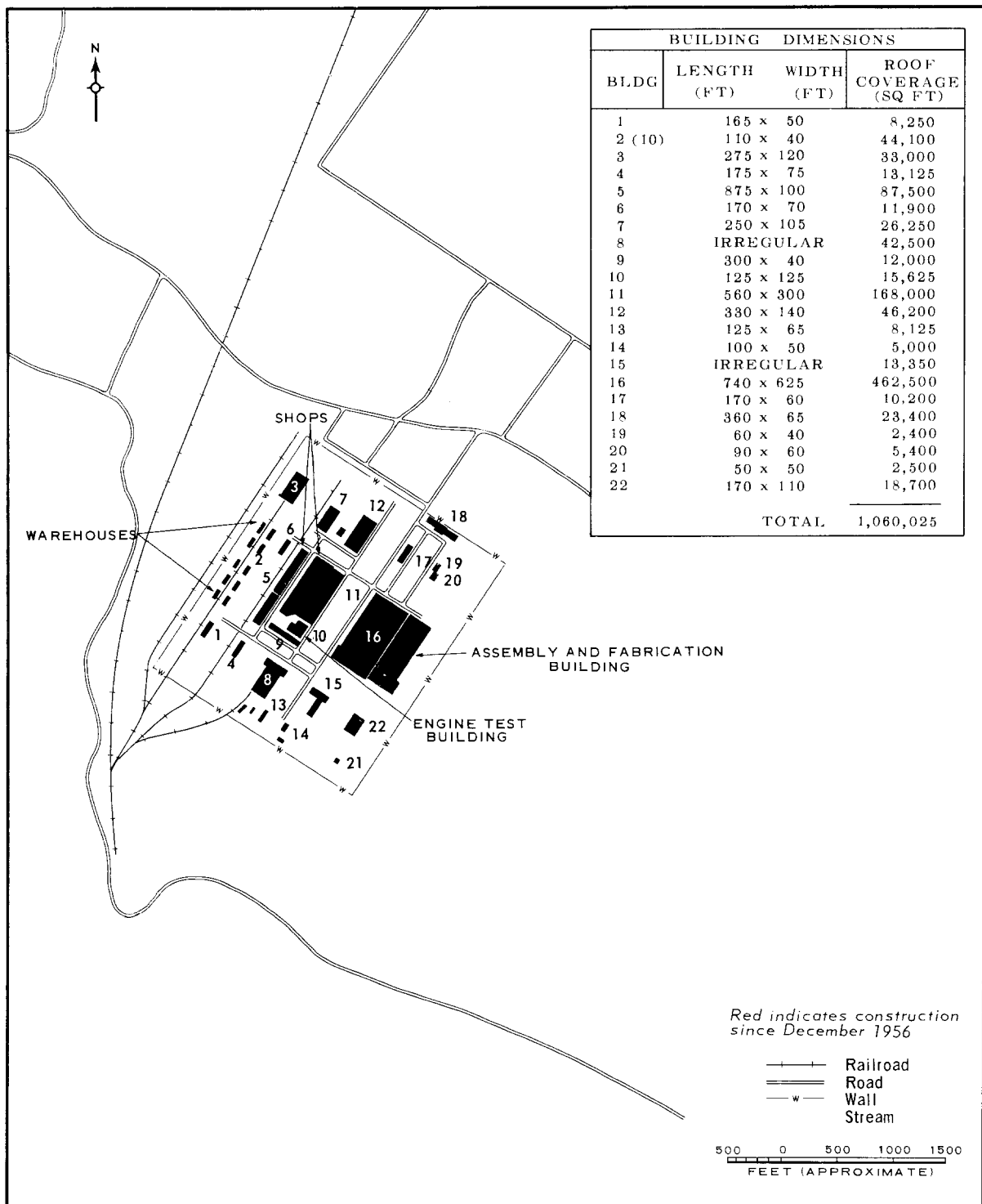


FIGURE 2. USSR: LAYOUT AND ROOF COVERAGE OF AIRCRAFT PLANT NO 116 AT ARSENYEV. NPIC J-0524 (6/64)

Arsenyev 1-3

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KOMSOMOLSK

City of Komsomolsk
Airframe Plant No 126
50-35N 137-05E;

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Komsomolsk 0-1

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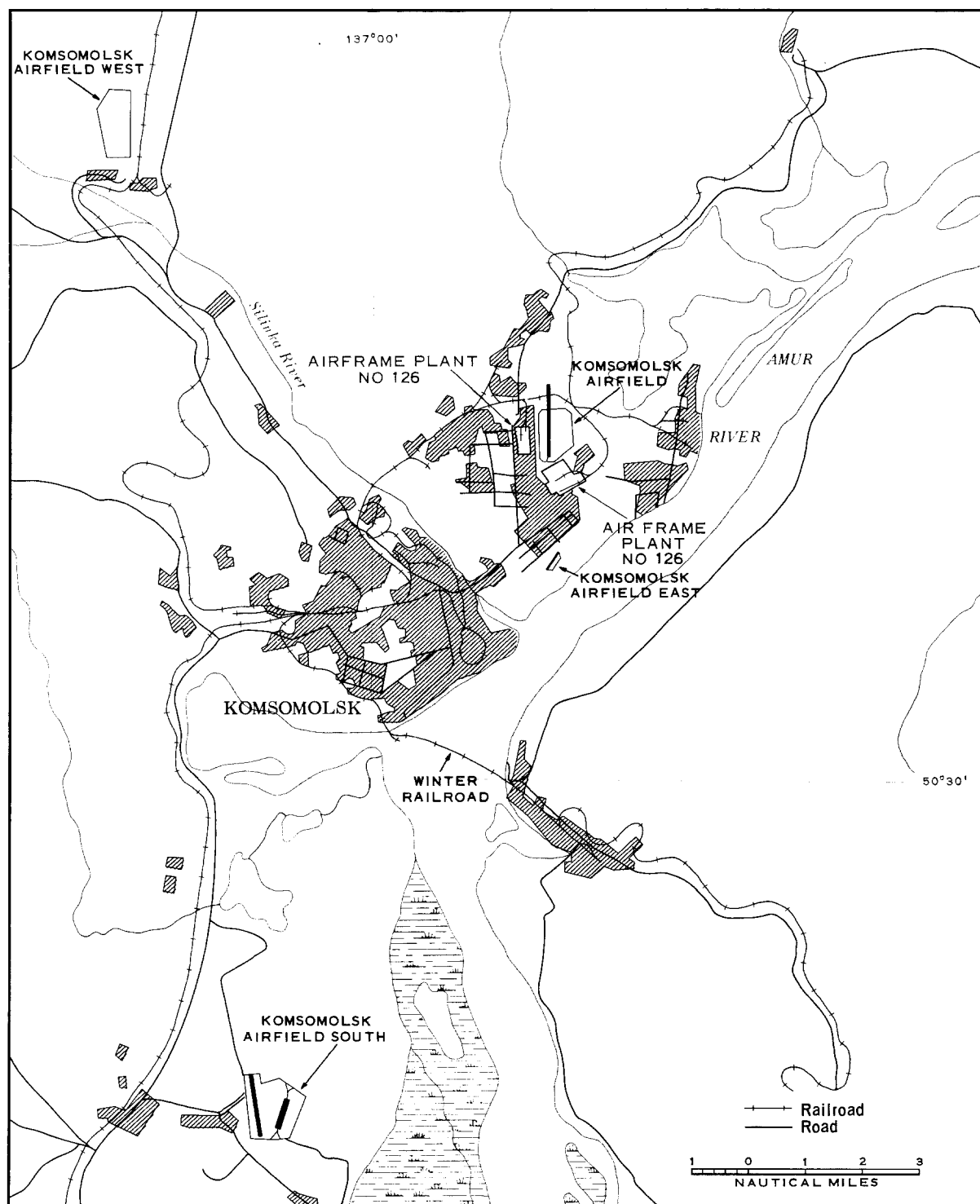


FIGURE 1. USSR: CITY OF KOMSOMOLSK.

NPIC J-0525 (6/64)

Komsomolsk 0-2

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FIGURE 2. USSR: CITY OF KOMSOMOLSK

NPIC J-0526 (6/64)

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Komsomolsk 0-3

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KOMSOMOLSK: AIRFRAME PLANT NO 126**PHOTOGRAPHIC CHRONOLOGY**

Airframe Plant No 126 was first observed on TALENT photography of March 1958 and was first seen on KEYHOLE photography of [REDACTED]. Several subsequent KEYHOLE missions covered the plant between 1960 and April 1964; the best photography is from [REDACTED]

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In the interval between the TALENT coverage of 1958 and the first usable KEYHOLE photography of [REDACTED] two large assembly buildings (items 7A and B and 18A and B) were constructed. During the same period, the runway of the adjacent airfield was extended 2,100 ft to the north. Changes since June 1961 include an addition (item 21B) to an existing assembly building (item 21A), a new shop building (item 31) which appeared complete in June 1962, and an assembly building (item 17) which was built between June 1962 and December 1963. Roof coverage of the additions to the plant since 1958 totals approximately 436,000 sq ft.

25X1

EVALUATION

Plant No 126 is currently producing the SUKHOY FITTER at an estimated rate of 20 per month. In addition to fighter output, Plant No 126 has been engaged since 1961 in the production of an unmanned aerodynamic vehicle designated A-2 and is believed to be engaged in production of a naval cruise missile. It cannot be determined whether or not these vehicles are the same.

Komsomolsk 1-1

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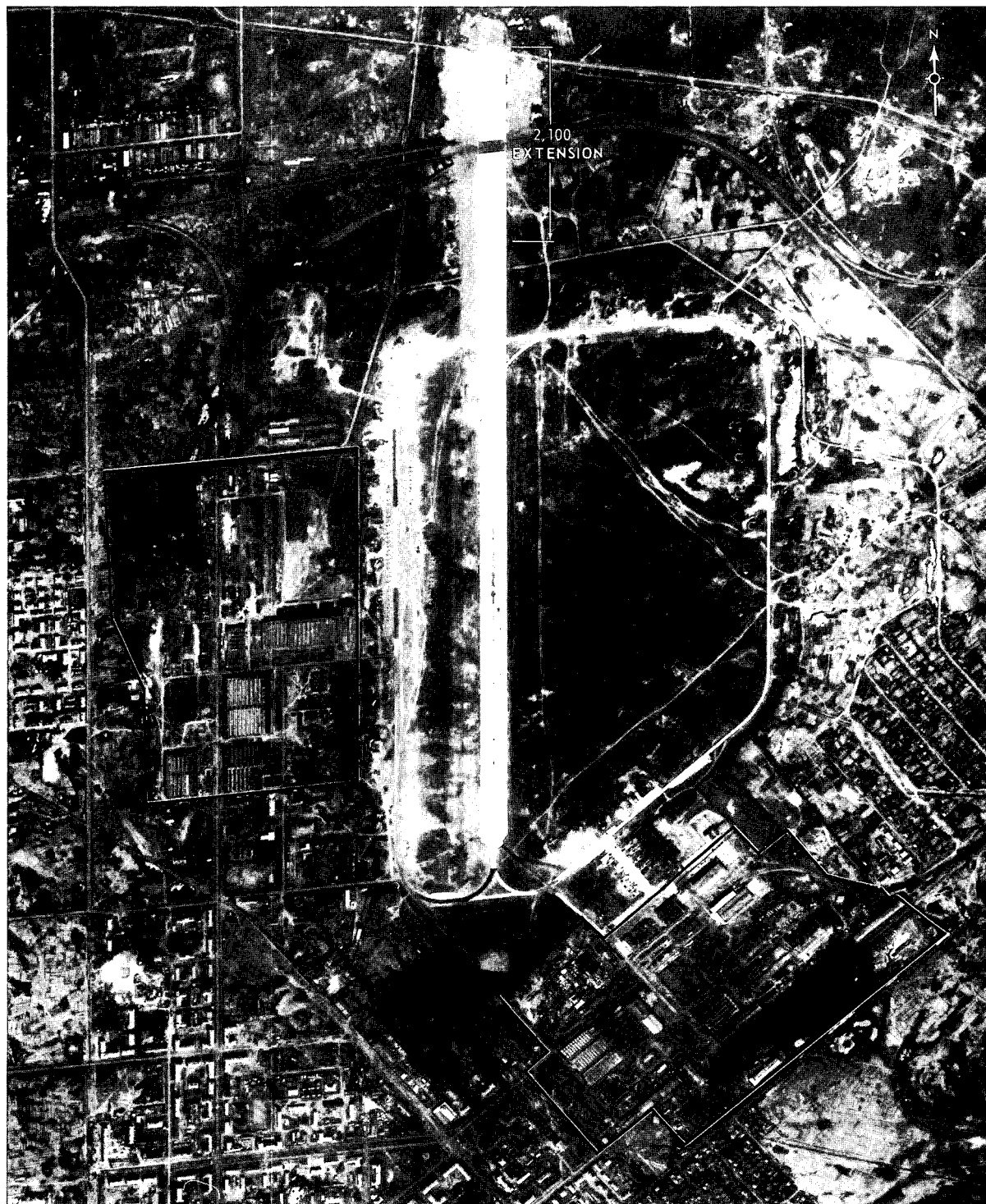


FIGURE 1. USSR: AIRFRAME PLANT NO 126 AT KOMSOMOLSK

NPIC 1-0527 (6/64)

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Komsomolsk 1-2

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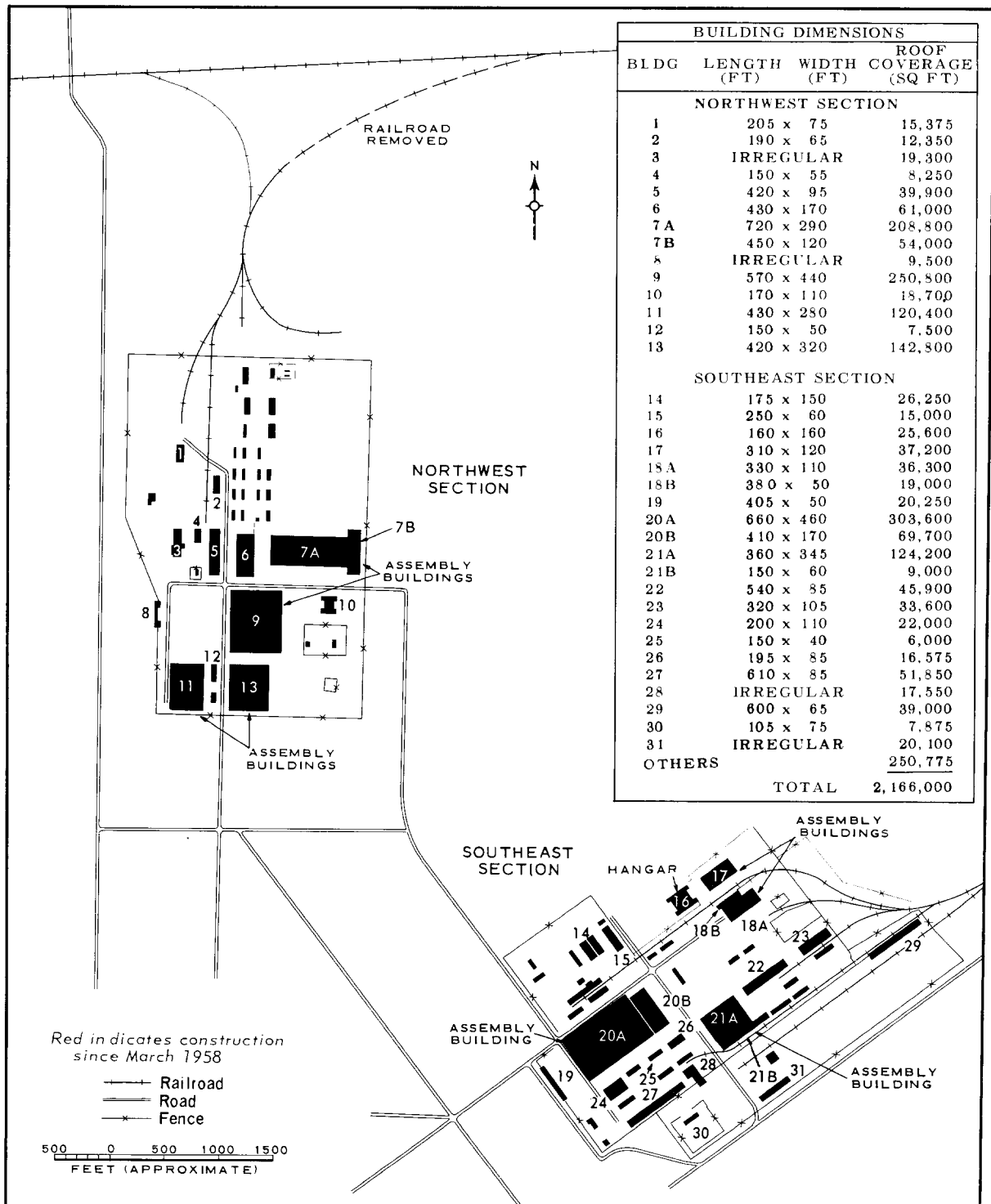


FIGURE 2. USSR: LAYOUT AND ROOF COVERAGE OF AIRFRAME PLANT NO 126 AT KOMSOMOLSK.

Komsomolsk 1-3

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KUYBYSHEV: AIRFRAME PLANTS NO 1 AND NO 18**PHOTOGRAPHIC CHRONOLOGY**

The first photographic coverage of Airframe Plants No 1 and No 18 was obtained by the Germans in 1942 and 1943. TALENT photography was obtained in December 1959, and KEYHOLE coverage began in []

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[] Of the photography from subsequent KEYHOLE missions of 1962, 1963, and early 1964, that of []

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[] is of the best quality. Little change has been observed in Plant No 18 on the KEYHOLE photography; however, several changes have occurred in Plant No 1 since November 1962 and have resulted in the addition of approximately 165,000 sq ft of roof coverage. A new high-bay section (item 15) was first observed in [] and appeared completed at that time. A new monitor-roofed building (item 16) was observed in the final stage of construction on photography of February 1964 on the site of a former aircraft test revetment that was seen to have been leveled on photography of []

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New construction activity in Plant No 1 just north of the final assembly building (item 15A) of Plant No 18 may possibly have been underway in August 1963. As observed on February 1964 photography, this construction activity possibly represents the early stages of construction for a new final assembly building. August 1963 and February 1964 photography also revealed several new walls in the same area, one of which extends across the aircraft parking apron and separates Plant No 1 from Plant No 18. These walls also separate the new construction areas from the plants and may be temporary barriers.

EVALUATION

It is believed that Plant No 1 initially became involved in missile work by early 1959 and since that time has produced ICBMs and space boosters. Production of the SS-6 began sometime before 1961 and may

Kuybyshev 1-1

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be continuing. In addition, the plant is a likely producer of the SS-8 and may be engaged in some way in the SS-7 program.*

Photography neither confirms nor denies missile production at Plant No 1. At the time TALENT photography was obtained in 1959, modification of BADGER aircraft was observed at Plant No 1. Aircraft count since October 1961 indicates that there has been no apparent aircraft production at Plant No 1 during the period of KEYHOLE coverage.

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Kuybyshev 1-1 (Continued)

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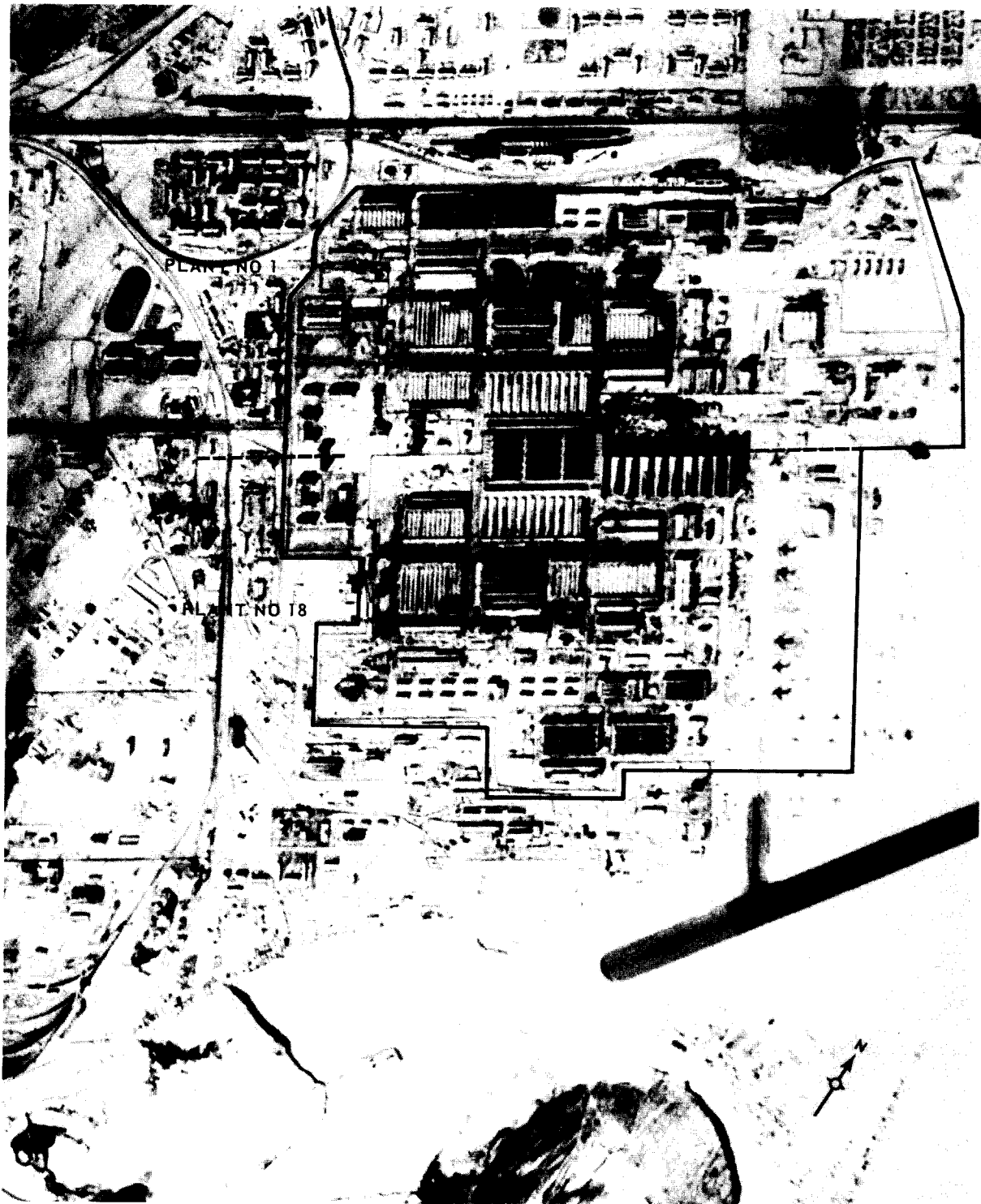


FIGURE 1. USSR: AIRFRAME PLANTS NO 1 AND NO 18 AT KUYBYSHEV

NPIC J-0529 (6/64)

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Kuybyshev 1-2

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June 1964

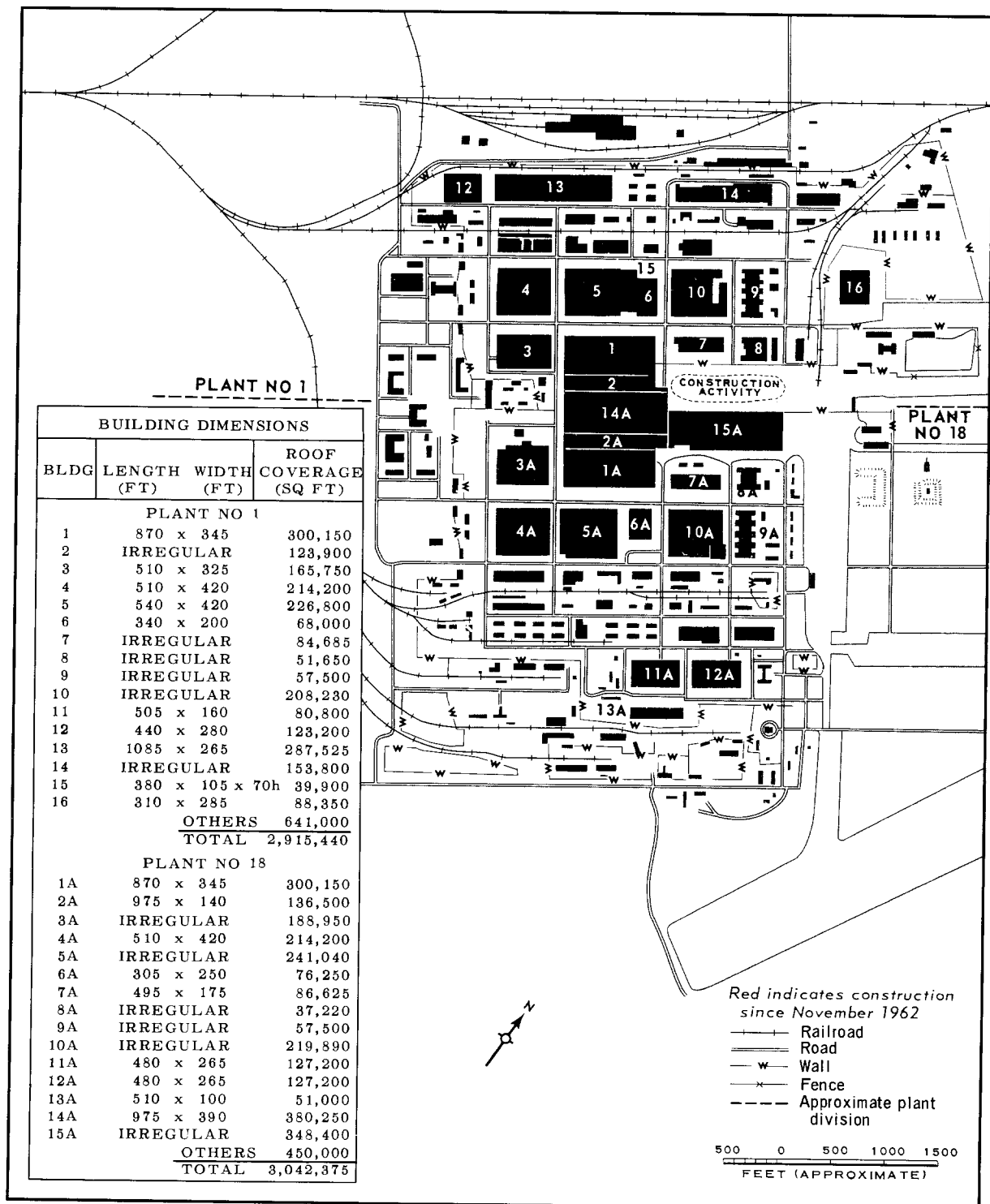


FIGURE 2. USSR: LAYOUT AND ROOF COVERAGE OF AIRFRAME PLANTS NO 1 AND NO 18 AT KUYBYSHEV. NPIC J-0530 (6/64)

Kuybyshev 1-3

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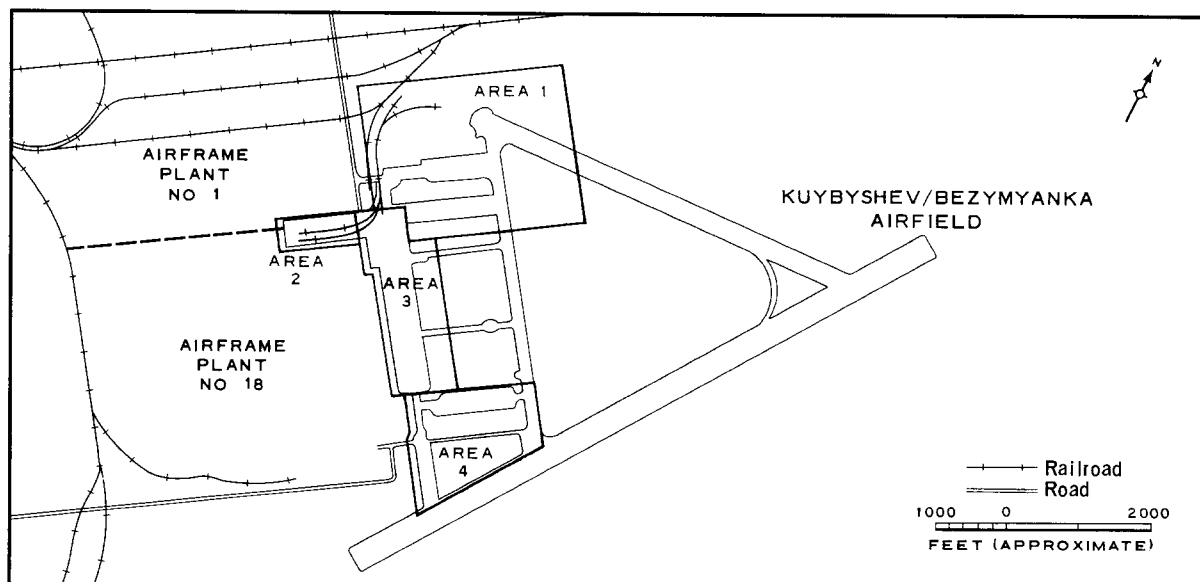
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NPIC J-0531 (6/64)

FIGURE 3. AREAS OF THE KUYBYSHEV/BEZYMANKA AIRFIELD WHERE PARKED AIRCRAFT HAVE BEEN OBSERVED.

This table shows the numbers and types of aircraft observed at specific areas (keyed to Figure 3) of the Kuybyshev/Bezymyanka Airfield adjacent to Airframe Plants No 1 and No 18.

	Area 1	Area 2	Area 3	Area 4
	19 BADGER 1 CRATE	4 BADGER	7 BEAR 3 CLEAT	8 BEAR
	3 CAB 2 CREEK			3 CAB
			10 large sweptwing 1 unidenti- fied 9 large sweptwing	1 MULE 1 large sweptwing 2 small unidentified
	Poor-quality photography; no aircraft discernible.		4 possible aircraft	Several possible aircraft
	3 possible aircraft		3 large unidentified 6 large sweptwing	4 possible aircraft 6 large swept- wing 4 small uniden- tified

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Kuybyshev 1-4

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	Area 1	Area 2	Area 3	Area 4
			7 large sweptwing	5 large sweptwing
			9 large un- identified	6 small un- identified
			5 unidenti- fied	5 large un- identified
			9 large sweptwing	7 unidentified
1 small un- identified			8 large sweptwing	6 large sweptwing
				2 large sweptwing
				1 small un- identified
			8 large sweptwing	
1 small un- identified			3 unidentified	
			9 large sweptwing	2 medium unidentified
			2 probable aircraft fuselages	5 small un- identified
2 small straight wing			7 large sweptwing	10 small straight wing
			1 medium sweptwing	1 medium un- identified

*The first mission listed,

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Kuybyshev 1-5

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MOSCOW: ROCKET TEST FACILITY NEAR ZAGORSK**PHOTOGRAPHIC CHRONOLOGY**

The test facility was first observed on KEYHOLE photography of [redacted] however, few details could be discerned until [redacted] when three apparently operational vertical test stands were observed. Photography of [redacted] revealed that the checkout/assembly building for the largest test stand (item 5, Figure 4) had been doubled in size, a new road had been completed to give access to the test facility from the west, and a small housing/storage area had been constructed adjacent to the new road. Construction of these items had occurred since the last previous coverage of [redacted] [redacted] showed a newly completed support building (item 4) near the previously enlarged checkout/assembly building. These additions (items 4 and 5) have increased the test area roof coverage by approximately 76,000 sq ft since [redacted]

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EVALUATION

The existence of the large static test facility near Zagorsk, first reported by returning Spaniards, is confirmed by photography which adds considerable detail to the layout of this facility. In the light of collateral information, it appears that the facility did not change much between 1956 and early 1962. Since 1962, however, significant changes have been taking place. While the purpose of this is not yet defined, it is probably associated with current enlargement of the facilities at the Tyuratam rangehead. (See Moscow, sections 1 and 2, for details on installations believed to use this test facility.)

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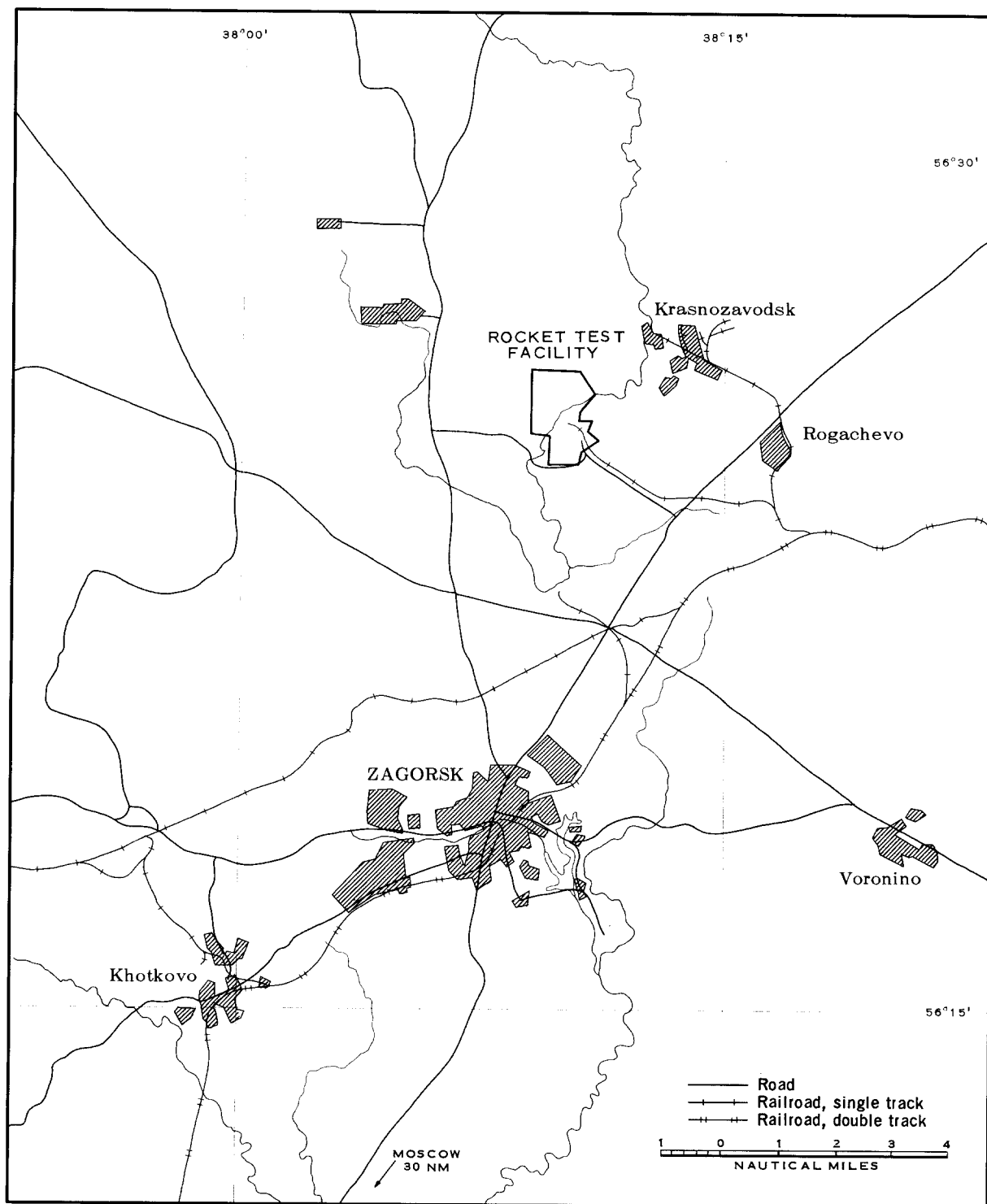


FIGURE 1. USSR: LOCATION OF ROCKET TEST FACILITY NEAR CITY OF ZAGORSK.

Moscow 3-2

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FIGURE 2. USSR: ROCKET TEST FACILITY NEAR ZAGORSK

NPIC J-0833 (6/64)

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Moscow 3-3

TOP SECRET

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FIGURE 3. USSR: ROCKET TEST FACILITY NEAR ZAGORSK

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Moscow 3-4

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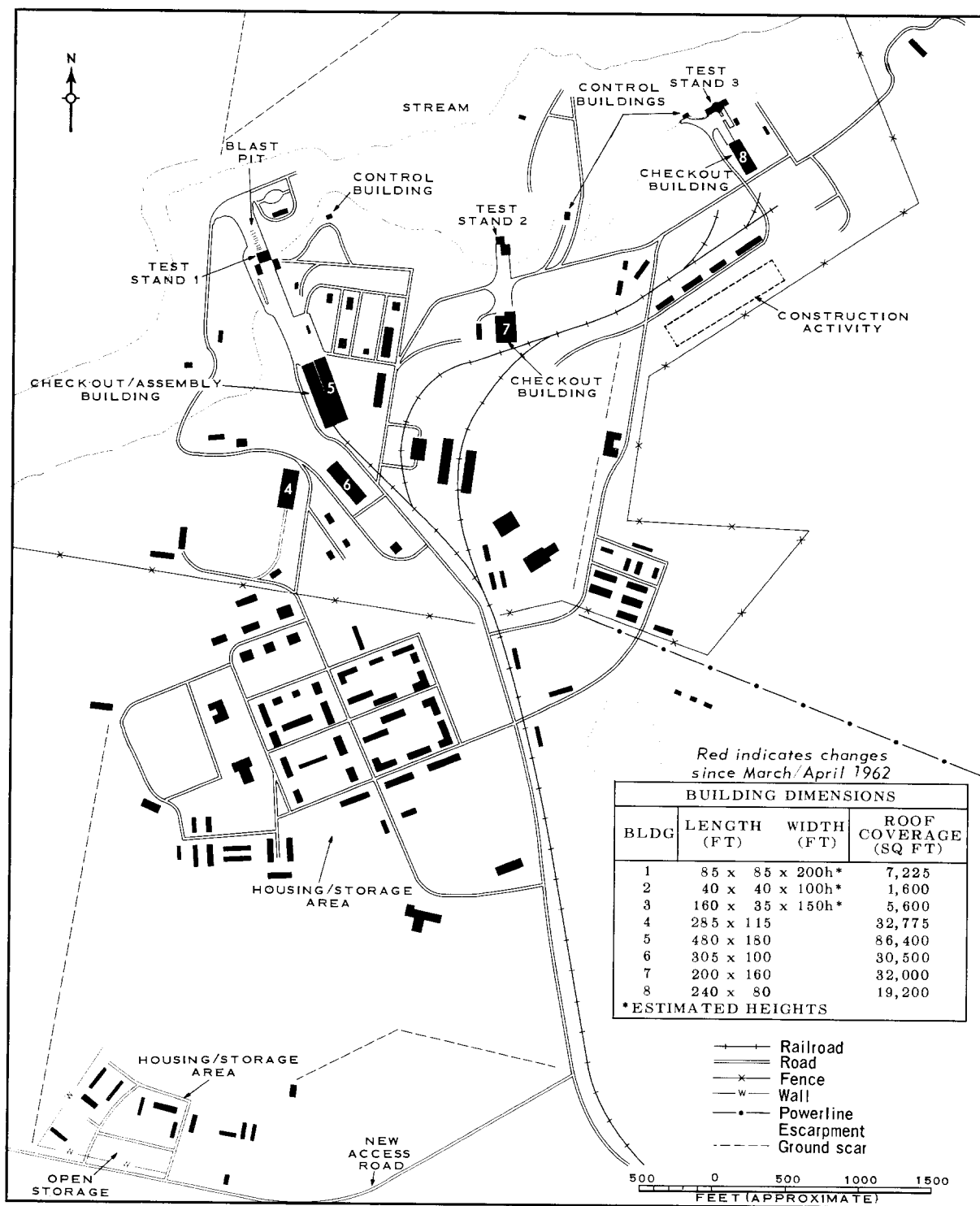


FIGURE 4. USSR: LAYOUT AND ROOF COVERAGE OF ROCKET TEST FACILITY NEAR ZAGORSK.

NPIC J-0535 (6/64)

Moscow 3-5

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UFA: AIRCRAFT ENGINE PLANTS NO 26A AND NO 26B**PHOTOGRAPHIC CHRONOLOGY**

The basic knowledge of Aircraft Engine Plants No 26A and 26B at Ufa was originally provided by German photography of 1942. Since then the first usable photography of the Ufa area to become available was obtained in [REDACTED]. Between 1942 and September 1962 there had been an increase at Plant No 26A of more than 350,000 square feet of roof coverage, most of which was accounted for by the addition of a large assembly building (item 1, Figure 2). At Plant No 26B there had been an increase of 570,000 sq ft of roof coverage; additions at this plant included a new building for jet engine testing (item 10, Figure 4) and a new large assembly building (item 4). Several KEYHOLE missions covered the area during 1963, but the photography was of only fair quality. Photography of [REDACTED] was of excellent quality and revealed many details heretofore not discernible. Seen for the first time at Plant No 26A were 12 relatively small buildings with a total roof coverage of approximately 80,000 sq ft. Seen at Plant No 26B for the first time were a large assembly building (item 6, Figure 4) with roof coverage of almost 200,000 sq ft, eight smaller buildings, and six vertical tanks. Construction activity at the site of the large assembly building (item 6) can be observed on the photography of [REDACTED]. No rocket engine test facilities have been observed in the plant areas.

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Ufa 1-1

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FIGURE 1. USSR: AIRCRAFT ENGINE PLANT NO 26A AT UFA

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Ufa 1-2

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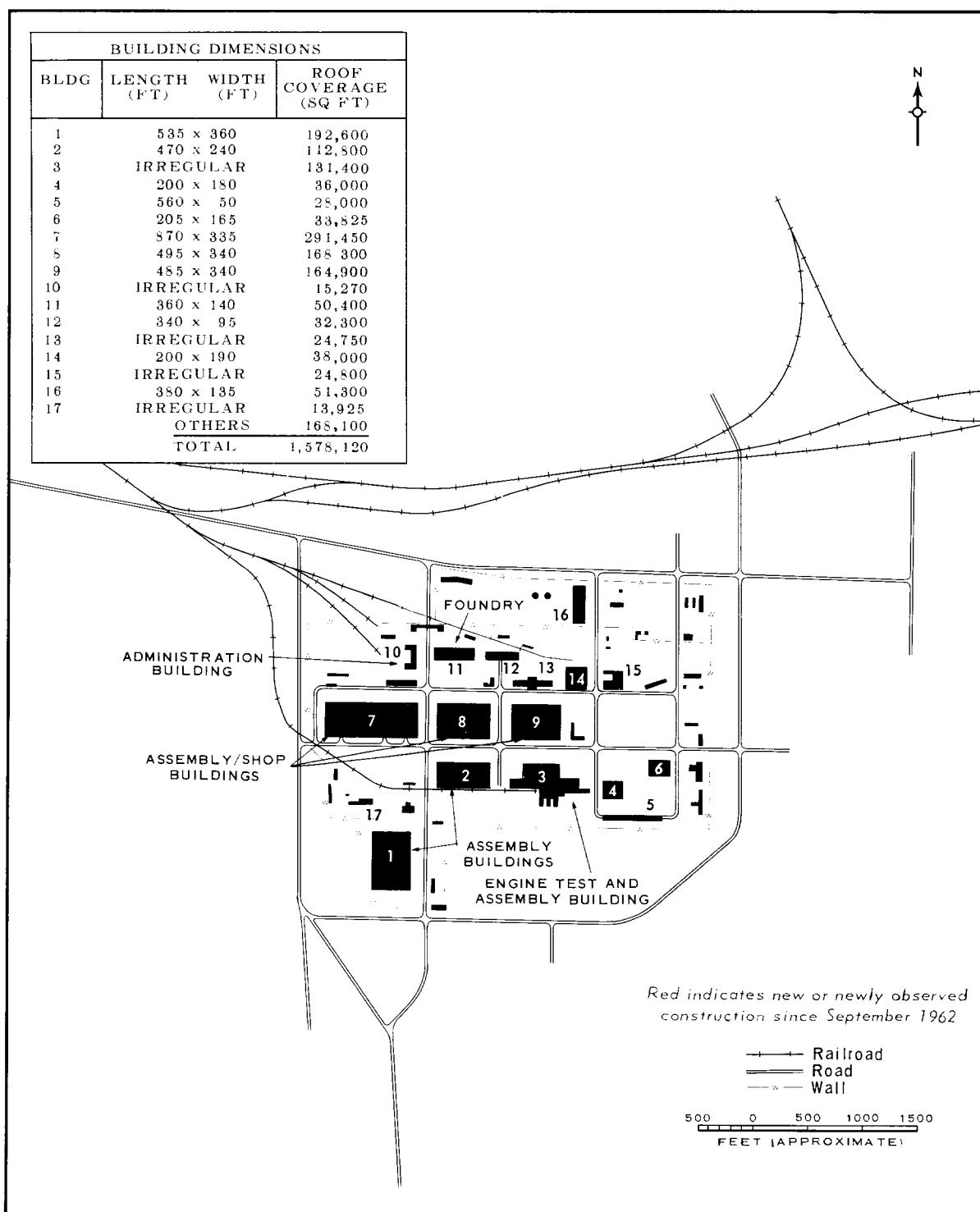


FIGURE 2. USSR: LAYOUT AND ROOF COVERAGE OF AIRCRAFT ENGINE PLANT NO 26A AT UFA.

NPIC J-0537 (6/64)

Ufa 1-3

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FIGURE 3. USSR: AIRCRAFT ENGINE PLANT NO 26B AT UFA

NPIC J-0538 (6/64)

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Ufa 1-4

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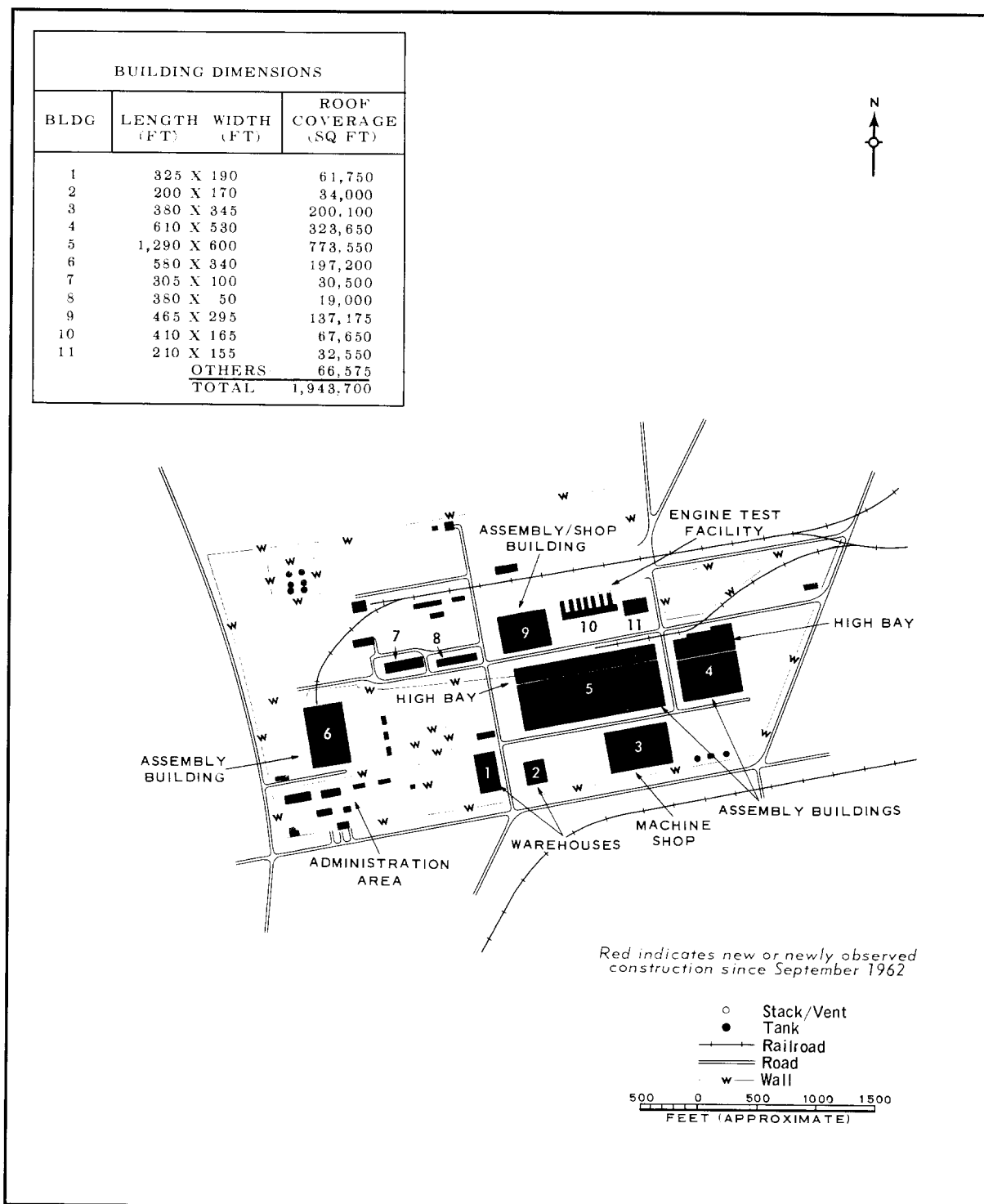


FIGURE 4. USSR: LAYOUT AND ROOF COVERAGE OF AIRCRAFT ENGINE PLANT NO 26B AT UFA.

NPIC J-0539 (6/64)

Ufa 1-5

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ULAN-UDE

City of Ulan-Ude

Aircraft Assembly Plant No 99

51-51N 107-44E;

Section

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Ulan-Ude 0-1

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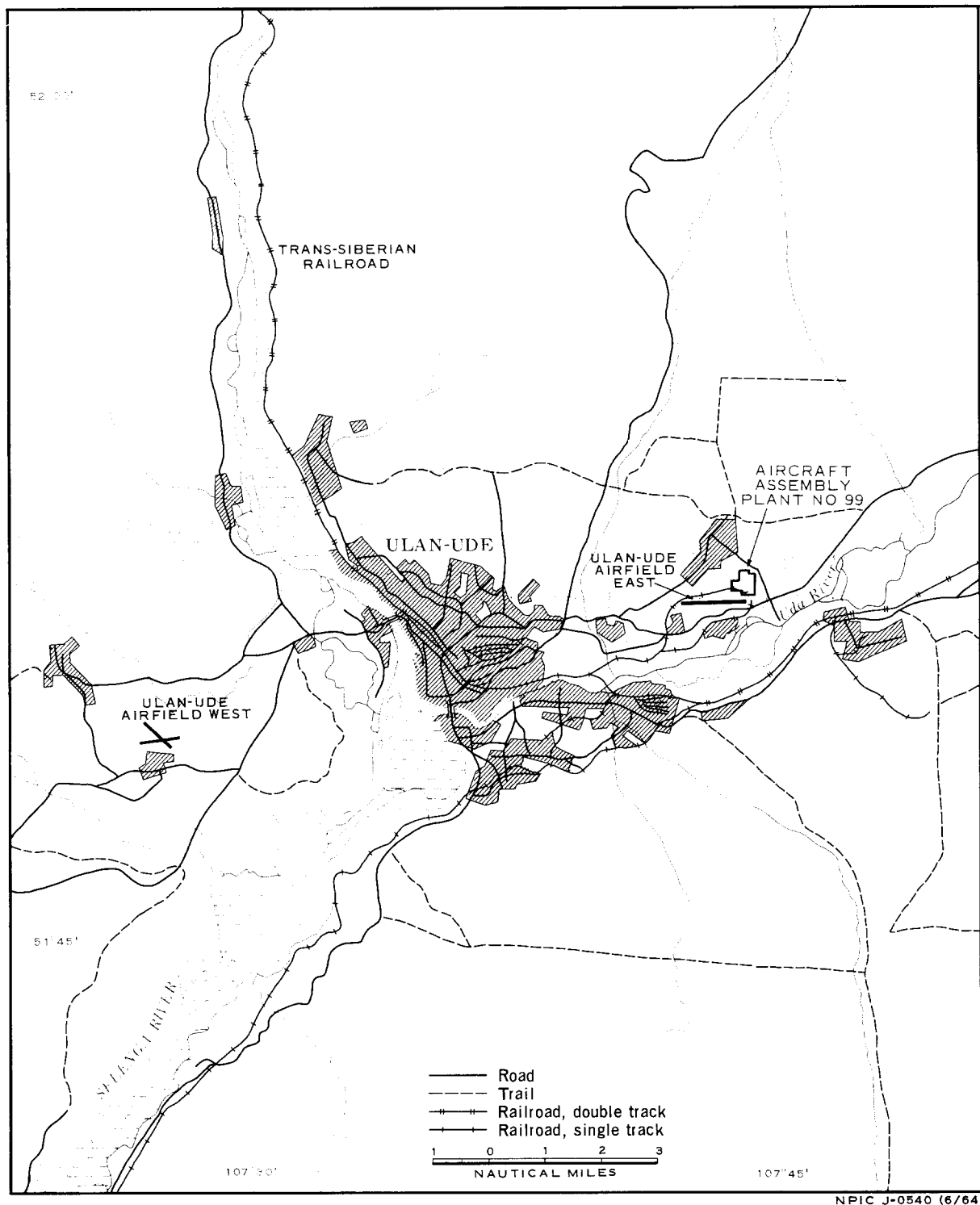


FIGURE 1. USSR: CITY OF ULAN-UDE.

NPIC J-0540 (6/64)

Ulan-Ude 0-2

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FIGURE 2. USSR: CITY OF ULAN-UDE

NPIC J-0541 (6/64)

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Ulan-Ude 0-3

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ULAN-UDE: AIRCRAFT ASSEMBLY PLANT NO 99**PHOTOGRAPHIC CHRONOLOGY**

The Ulan-Ude Aircraft Assembly Plant No 99 has been covered only by KEYHOLE photographic missions. Of the several missions covering the plant since [REDACTED] good coverage was obtained

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[REDACTED] The only significant additions made during this period were a large assembly/shop building (item 14, Figure 2), which was under construction in September 1961 and completed by November 1962, and a modifications/final checkout hangar (item 15), which was in the early stages of construction in November 1962 and completed by February 1964. An extension to the adjacent flyaway/test runway was under construction in the same period, but it is not yet operational.

EVALUATION

Since at least late 1961, Plant No 99 has been engaged in the series production of an unidentified missile or aerodynamic vehicle, as well as in the development and possible production of the "RV" manned aircraft.

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FIGURE 1. USSR: AIRCRAFT ASSEMBLY PLANT NO 99 AT ULAN-UDE

NPIC J-0542 (6/64)

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Ulan-Ude 1-2

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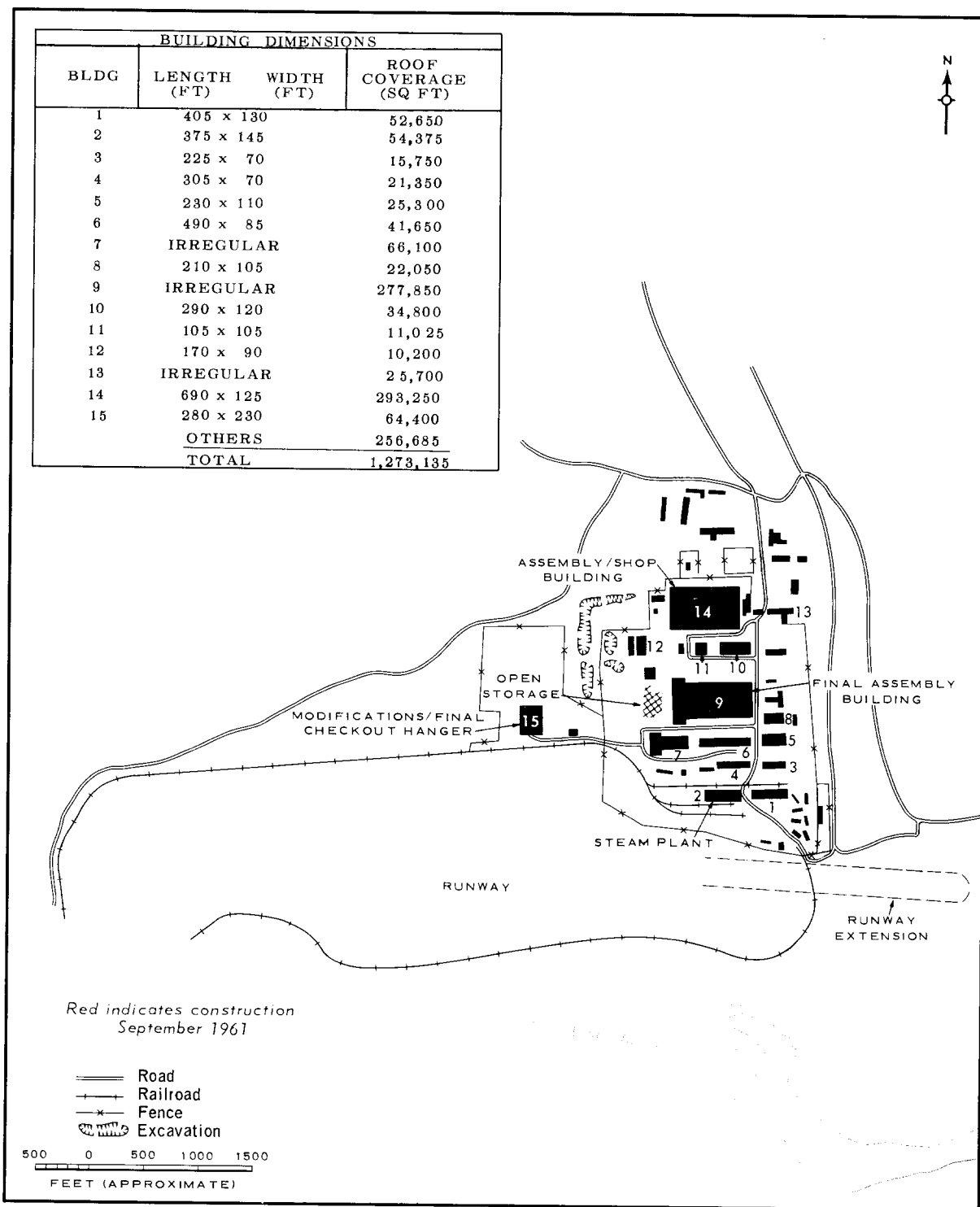


FIGURE 2. USSR: LAYOUT AND ROOF COVERAGE OF AIRCRAFT PLANT NO 99 AT ULAN-UDE.

NPIC J-0543 (6/64)

Ulan-Ude 1-3

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